









## Telegrams.

(Rout's.)

## Labour Riots in France.

LONDON, 31st July.

Serious labour riots have occurred at Draveilgoeux and Villeneuve near Paris. The rioters barricaded the streets, pelted the troops with cobbles, and used revolvers freely, wounding several.

The troops at length fired on the rioters, and stormed the barricades amidst showers of cobbles, bottles, syphons, café chairs, and revolver shots fired from the barricades, and windows and roofs of the houses.

The strikers finally fled to the fields pursued by the cavalry whom they repelled from the railway embankments which, the horses being unable to scale, the troops finally dismounted and carried the position with swords, many more being injured here on both sides.

Later.

## Old Age Pensions.

The Commons have rejected the Lords' amendments to the Old Age Pensions Bill, some on the ground of breach of privilege, and others on their merits.

Lord Lansdowne, who vigorously protested, declared that the action of the Commons would prevent the Lords from discussing any measure of social reform.

1st August.

The Lords have passed the Old Age Pensions Bill, but in view of preventing the establishment of a precedent, a resolution was passed declining to acquiesce, in the Speaker's ruling that their amendments were a breach of privilege.

## The Paris Riots.

Yesterday's outbreak in the environs of Paris was practically a revolutionary skirmish, preceded by a manifesto of the Confederation of Labour ordering a universal strike within twenty-four hours as a means of bringing the capitalists to their knees.

The troops behaved with the greatest forbearance, and the day ended in the complete discomfiture of the rioters.

Sixty-nine officers and soldiers were injured in the riots at Draveilgoeux.

Several of the rioters have been imprisoned for terms varying from a week to four months.

The Secretary of the Confederation of Labour and a leading member of the society have arrived.

## HONGKONG VOLUNTEER CORPS.

## PROMENADE CONCERT.

On Saturday night, a grand promenade concert was given on the spacious Volunteer Parade Ground. The place was beautifully decorated for the occasion with Chinese lanterns and plants. A special feature of the decorations was a number of variously coloured lamps ingeniously placed among the palms, which gave a fairy-like appearance to the scene. There was a very large number of ladies and gentlemen present, including several military officers. The concert was robbed of part of its success by the absence of Captain P. H. Mitchell-Taylor, A.D.C. to the Governor, owing to indisposition. Captain Taylor's name was down on the programme for two songs. It may be remembered that the concert was to have taken place on the 18th of last month, but it had unavoidably to be postponed, on account of the sad death from meningitis of Lieutenant Guy Blood.

The first part of the programme opened with a selection, "The Gladiator," by the Band of the 3rd Middlesex Regiment, which was appreciated. The second item was a song, "When Songs Have Passed Away," by Mr. E. Berkeley Ayll, which was most pleasantly rendered. "A May Morning," by Mr. Philip W. Goldring, was a decided success, and won the applause it deserved. Mrs. Dealy's "Mission of a Rose," and a song by Lieut. R. M. Crosse, R.G.A., were the last two songs in the first part, both of which were applauded. Sullivan's "Haddon Hall," by the Band of the Middlesex Regiment, brought the first part of the programme to a termination.

There was a short interval, during which the Pipers of the Hongkong-Singapore Battalion, R.G.A., played a Highland selection.

The second part of the programme opened with "Miss Hook of Holland," by the Band of the Middlesex Regiment. Then followed "The Trumpeter," by Surgeon-Captain C. Forsyth, of the Hongkong Volunteer Corps, whose voice was heard to great advantage in the particular piece. A capital song by Mr. P. W. Goldring was the next item, which elicited tremendous applause, and Mr. Goldring was obliged to give another song. But the hero of the evening was Mr. L. Hutchison, whose funny anecdotes proved by far the best portion of the evening's programme, and highly amused the audience. A very clever impersonation of a London quack was faithfully portrayed to the audience. The verbosity of the language used quite awed his hearers. A good catch anecdote, entitled "How Bill Adam won the Battle of Waterloo," was related in Mr. Hutchison's inimitable style, and when it at last came to a conclusion, the applause was simply deafening. Lieut. R. M. Crosse, R.G.A., was scarcely less amusing with his remarkable mimicry at the piano. His splendid ability in creating a melody of tunes made the audience roar with laughter. "Memories of the Past," the last item on the programme, was then struck by the Band, and "God Save the King" brought a very enjoyable evening to a close.

## CANTON DAY BY DAY.

THE LATE MR. FONG SHIN TING.

(From Our Own Correspondent.)

Canton, 1st August.

The body of the late Mr. Fong Shin Ting, a member of the directorate of the Canton-Hankow Railway, who lost his life in the S.S. *Ying-King* when she foundered, has been recovered and brought up to Canton yesterday. The coffin will be temporarily laid in the Shang Shan Monastery, pending the selection of a site for a tomb. As Mr. Fong met his death while on the Company's business, all expenses of his funeral will be defrayed by the Company.

## CHINESE GUNBOAT WRECKED.

The gunboat *Chup Sai*, belonging to the Salt Comptroller's Yamen, was wrecked during the typhoon in the vicinity of Macao while on preventive duty. The gunboat *Chun To* has been despatched to the scene to recover any dead bodies and to render any assistance she may be called upon to do.

## CANTON-HANKOW RAILWAY.

On receipt of the intelligence from Peking, that H. E. Chang Chih-Tung has been appointed superintendent of the Canton-Hankow Railway by Imperial Decree, the board of directors of the Company here at once convened a meeting and it was resolved to send a telegraphic petition to Peking requesting the Imperial Government to cancel H. E. Chang's appointment on the ground that the Company has, from its inception, been a commercial undertaking. The Railway Company has also asked H. E. Viceroy Chang Jen Chue for his support in memorializing the Throne on the subject.

## SECOND CALL ON SHARES.

The O. Y. Chai Charitable Institution has begun collecting, from the 1st day of the 7th moon (the 28th July), the payment of the second call on shares for the Canton-Hankow Railway Company, but it is found that the payment does not seem to be readily forthcoming and only a sum of about \$5,000 has been collected since that date. This is perhaps the outcome of the railway shareholders' agitation against the appointment of H. E. Chang Chih-Tung as superintendent of the Railway, which from the present outlook of affairs will likely be put under the control of officials.

## FLOOD FUND BAZAAR.

Chan Li-chai, a well-known medicinal pills dealer, has contributed to the forthcoming Flood Fund Bazaar 100 pieces orange peel, which are said to be of very great age, and possessed of wonderful curative properties and of great value according to Chinese notions.

## PROMOTION.

The Viceroy has recently recommended the present Kwangchow prefect, Chan Mong Tsang, for promotion as a Taotai of Constabulary in Canton. Prefect Chan has held his present position here for two terms of office. He is a very popular and energetic official, especially in the organisation of the Cheap Rice Distribution for the supply of the poorer classes of the community, and in aiding the sufferers by the recent flood.

## THE VISIT OF THE U. S. FLEET.

ARRANGEMENTS AT AMOY.

Taotai Mei Hsing-tsun, head of the Tientsin branch of the C. M. S. N. Co., has left that port for Amoy, via Shanghai, to join Vice-Admiral Sha Chien-ping, Commander-in-Chief of the Peking and Nanyang squadrons of the now-reduced Chinese Navy, in making preparations for the reception of the American Pacific Battleship Fleet, which is due to arrive at Amoy on September 14. Besides Admiral Sha and Taotai Wei, the Commissioner of the Imperial Maritime Customs at Amoy will also take part in the reception on behalf of the Chinese Government. The Viceroy at Foochow has been instructed to enter all monies spent on this occasion to the Government's account for 1905. The Chinese officials will repair a number of ancient temples, will attend to the building of a wharf, the construction of new roads, the erecting of a grand stand after foreign methods in the parade ground for the American admiral and his staff to review Chinese troops, the purchase of several hundred new rifles from Japan for the conveyance of the American marines and sailors on land and will arrange a number of receptions to the officials and marines of the various battleships during their sojourn at Amoy as guests of the Chinese Government.

## THE CANTON-HANKOW RAILWAY.

At the suggestion of Governor Cheng Chai-tai of Kiangsu, the Grand Secretary and Councilor of State Cheng Chih-tung has been appointed Director-General of the proposed Canton-Hankow trunk railway in view of the slow progress being made and the friction between the native gentry, officials and merchants of the three Provinces, Kwangtung, Hupeh and Honan, through which the important line will pass.

The first subject to engage H. E. Chang Chih-tung's attention will be the problem of raising the sum of Tls. 50,000,000 required to build the trunk line at a time when money is so scarce in every part of China. The longest section of the line is in Hunan Province; but by agreement, a certain portion in Honan will be built by the Cantonese, who are considered to be better off financially than the provincials of Hunan and Hupeh.

According to the agreement signed between H. E. Chang and the Hongkong Government in 1904, the British Government will be asked first to supply the funds if a foreign loan is required for the construction of this important trunk line in south and central China and we hope to see that this clause, which will be beneficial to both China and England, will be strictly adhered to by both parties; writes the Peking correspondent of the *N. C. D. News* on 18th ult.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

To the Editor of the "Hongkong Telegraph."

Sir,—Having heard several remarks pressed to the effect that the "Simms-O'Rourke" boat was going to be a fake fight, I take this opportunity to express myself in the premises.

This boat will undoubtedly be the best ever put on in Hongkong. In Shanghai last year, Simms and O'Rourke fought a fifteen round draw, which subsequently resulted in much bad feeling between the two parties, and the coming fight will decide the best man.

Sporting men of repute in Shanghai, stated that the fight of 5 m. as O'Rourke, at that place, was the best ever witnessed there, and also elsewhere in the Orient, they believed. The reports of the fight in the Shanghai papers will corroborate this statement.

On board the *Wilmington* there is much at stake, it being that one of these men is in the engineers' force, and the other on deck; and all who are acquainted with man-o-war affairs will readily understand that each side will be faithfully supported.

In addition to the above reasons, the *Wilmington* has acquired a sporting reputation which it can't afford to lose. Ensign W. D. Greenham, U.S. Navy, of the U.S.S. *Wilmington*, widely known in Hongkong, has volunteered to referee the bout; and all who know Ensign Greenham, know him as a square man and a good sportsman.

W. H. BARROWSKI, Manager.

U.S.S. *Wilmington*, Hongkong, August 3rd, 1908.

## THE OPIUM CONTROVERSY.

MR. J. O. P. BLAND AND MR. THEODORE TAYLOR.

The Shanghai correspondent of the London *Times* addressed the following letter to that paper from Peking on the 27th May:—Referring to Mr. Taylor's letter in *The Times* of April, under the heading of the "Anti-Opium Movement in China," in which he criticizes an article of mine on the same subject, published in *The Times* of April 4, I trust you will permit me to draw your attention to certain errors in his statement, errors which, if uncorrected, are calculated further to mislead the British public on a subject wherein sound judgment is being grievously sacrificed to sentiment.

While applauding "the genuineness of the determination of China's Government to stamp out this great curse," he observes that the Empire is "a loose federation of semi-independent provincial Governments," implying, I presume, that from such a body-politic too much must not be expected; and finally, he says that "the results up to now are simply marvellous." In one sense I concur in this conclusion; the results of the Chinese Government's policy are simply marvellous in English and other countries where ill-balanced sentiment, often outweighs the teachings of history and political science; but when he quotes the best observers on the spot, such as Sir John Jordan, Sir Robert Hart, and the Peking Correspondent of *The Times* as sharing his opinion as to marvellous results in China, I can only say that the wish has been father to the statement, for not one of the three gentlemen to whom he refers holds, or has held, this opinion. They are, as we all are, entirely sympathetic, assured also of genuine national impulse at the back of the movement, and the strength of public opinion, but they suspend judgment, as all but enthusiasts must do, in deciding as to the genuineness and effect of the Government's attitude and actions.

On the other side of the question, the side which the curiously optimistic attitude of modern humanitarianism declines to consider, let me give the actual words of an English missionary doctor, an observer far more "on the spot" than any gatherer of facts and opinions in Peking. Dr. Maio, of the Church Missionary Hospital at Hangchow, says:—

"For more than a quarter of a century we have made consistent protest against the habit, and have held out a helping hand to those who were anxious to be cured of the vice. A few weeks before the closing of the dens we had more applicants for admission to the refuge than we could receive. At one time we had as many as 55. Since the closing of the dens, anti-opium pills, containing morphia or opium in some form, have been freely distributed by the gentry, and shops for the sale of these anti-opium pills are opened everywhere and doing a roaring trade. Our refuge has been empty for months, and in fact we have now no use for it."

Some have been cured, but most of those who frequented the opium dens have simply replaced the pipe by morphia pills, and the last state is worse than the first. The Government has yet a big job before it, and the end in view may be best attained through the recent agreement between England and China, which provides for a parallel reduction of the growth of opium in China and the importation of the drug from India, and the strict prohibition of morphia into the country. The former obligation is a most important one, and will have to be very carefully watched, and unless the officials exert themselves in a very different way in the future from what they have done in the past, we "have our doubts" as to the results being satisfactory. There is no love lost between the officials and the people; the chief aim of most officials is to grind like a soulless machine as quickly as possible, out of the people. The greed of gain is the rock on which many of them split. There are a few exceptions to this rule, and we most occasionally officials who really care for the interests of the people; and who find in doing so they are advancing the interests of their country.

In conclusion, let me refer to the final paragraphs of Mr. Taylor's letter, which contain a remarkable mis-statement of my criticism of Japan's action in the matter of this opium trade. If he will read my article again he will see that I did not refer to the Japanese

Government's "indifference to Korea" nor to her action in any territory under her own protection or control. What I did say, and maintain, is that (if England is supporting the Chinese Government) in abolishing opium-smoking in Chinese territory, its attitude "would gain in force and effect if supported by our Japanese allies," and I pointed out that in Manchuria, which is Chinese territory, the Japanese authorities are openly encouraging the opium traffic. Unjustifiably substituting "Korea" for Manchuria, Mr. Taylor arrives at the conclusion that we should not criticize Japan's action because of the policy adopted by British colonies in the East—e.g., Hongkong and the Straits Settlements—in dealing with the opium question. If this argument means anything, it means that he condones Japan's arbitrary disregard of the opium edicts in China, because certain British colonies have decided to apply experience and common sense rather than impetuous sentimentality, to this important question. Apart from the financial results of the abolition of licensed opium-smoking, which must involve a complete readjustment of taxation, &c., in these colonies, and, therefore, demand a reasonable period of transition, it is evident to the trained experience and intelligence of administrators on the spot that, until the Chinese Government have given satisfactory proof of their honest intention to suppress (gradually) the cultivation of opium, any drastic regulations rendering its consumption illegal would not only be futile, but would result (as in many native cities of China at this moment) in abuses (such as opium-smoking in brothels, &c.) which are reduced to a minimum under the licensing system.

But you can no more abolish opium-smoking by Imperial edict or opinions in China than you can suppress the use of alcoholic liquor by Act of Parliament in England. Only public opinion can achieve these results, the active conscience of a determined majority. And pending evidence, genuine evidence, of the effect of such a force of public opinion as shall put a stop to the cultivation of the poppy (and thus to the abolition of opium) administrators, responsible for the prosperity and good order of British colonies are, in my opinion, acting only with a proper sense of their responsibility and duty when, following the example of the Government of India, they agree to the gradual abolition of the opium traffic, *pari passu* with the decrease in production of the Chinese drug. But if, as the result of the abolition of opium smoking, we are to witness (as seems most probable) the wide-spread introduction of morphia and cocaine the Anti-Opium League will have added to the burden of China's ills something for which ignorance will be no sufficient excuse and sentiment no remedy.

## USAKA SHOSEN KAISHA.

## HALF-YEARLY MEETING.

The half-yearly general meeting of the O.S.K. was held at the Osaka Municipal Hall on 22nd ult., when the following accounts were adopted:—

Gross Profit	Y1,285,344.06
Placed to insurance reserve	267,000.00
Placed to the reserve for repairs	401,000.00
Placed to depreciation account	166,000.00
Net Profit	451,344.06
Placed to reserve	23,000.00
Bonuses	23,000.00
Balance	405,344.06
Brought forward	429,808.98
Dividend at the rate of 6% per annum	495,000.00
Carried forward	339,843.58

The report for the half-year, which was read by Mr. Nakahashi, the President of the Kaisha, contained a statement to the following effect:—In 1906 the Kaisha commenced to make arrangements to start an American line. Since then several officials of the Company have been to America, to make investigations, while the Vice-President of the Chicago and St. Paul Railway Company has paid a visit to the Kaisha's offices in this country. After repeated consultations, it has been decided that a twice-a-month service shall be started with six vessels, with Tacoma and Seattle as the starting points and Hongkong as the terminus. An agreement with the Railway Company to this effect has been signed, and the service may consequently be opened at the beginning of August. Six vessels are being built for this American line, three at the Kawasaki Dockyard at Kobe, and three at the Mitsubishi Dockyard at Nagasaki. Of the expenditure for their construction, Y6,200,000 will be obtained through a debenture issue when a suitable opportunity arrives. As to the general business of the Kaisha, nothing can yet be definitely said as to the prospects for the latter half of the year. In the first half, the domestic services showed good results, but the foreign service was unsatisfactory. Consequently the services on some lines have been suspended, while on others the Kaisha has sustained some loss. The fact is that there is universal dulness in the shipping business, the Hamburg-American S.S. Co. and some big British lines having also suffered considerably. From various indications, however, it is believed that the depression has already reached its worst. It is therefore believed that the Kaisha will secure not less profit in the latter half of the year than in the first half.

## JAPAN AND CHINA.

## A READJUSTMENT OF POLICY.

Tokio, July 29.

In reference to the arrival of H. E. Hu Wei, the new Chinese Minister to H.K., and the impending departure for Peking of Mr. Ito, the new Japanese Minister to China, the Tokio Press urges a readjustment of Japan's policy towards China for the sake of consolidating friendship between China and Japan. "It is claimed that Japan is actuated by any selfish desire and declares that it would be impossible for Japan to recede from the concert of the Powers in the Far East; but it adds that this concert requires the introduction of new life into it."—*N. C. D. News*.

## To-day's Advertisements.

## COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

## THE Company's Steamship

"YARRA."

Captain Sellier, will be despatched for the above Ports TO-DAY, the 3rd inst., at 7 P.M. For Freight or Passage, apply to

P. NALIN, Acting Agent.

Hongkong, 3rd August, 1908.

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex *S.S. Glenvalley*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded, on unless intimation is received from the Consignee before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 10th August, at Noon, will be subject to rent and landing charges.

All claims must be sent to me on or before the 10th August, or they will not be recognised. All damaged packages will be examined on MONDAY, the 10th August, at 3 P.M. No Fire Insurance has been effected.

P. NALIN, Acting Agent.

Hongkong, 3rd August, 1908.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARKATON, APCAR."

Capt. A. Stewart, will be despatched for the above Ports on TUESDAY, the 6th inst., at Noon, instead of as previously notified.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID ASSOON & CO., LIMITED, Agents.

Hongkong, 3rd August, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HAITAN."

Captain Roach, will be despatched for the above Ports, on FRIDAY, the 7th inst., at 2 o'clock P.M.

A reduction of 20% on First Class Fares to Foochow, will be made during the Months of July, August and September.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 3rd August, 1908.

## THE TYPHOON.

FULL REPORTS, printed in the Weekly Edition of the "HONGKONG TELEGRAPH," NOW READY.

Price: 25 cents a copy. For CASH only. Hongkong, 1st August, 1908.

## CHAKHUNAGUS.

## ANNUAL REPORT.

At the ordinary general annual meeting, held in Paris on 6th May, 1908, the report and accounts for 1907, were passed. The total production of coal during the year amounted to 249,931 tons (against 147,960 tons in 1906 and 244,771 tons in 1905), while sales amounted to 265,308 tons (against 144,413 tons in 1905 and 233,378 tons in 1906). Sales of briquettes amounted to 91,400 tons (against 97,757 tons in 1906 and 88,190 tons in 1905). The profit and loss account, including Fcs. 91,885.06 carried forward from 1906, after being debited with Fcs. 230,510.48 amount written off, being cost of new works and materials, also providing Fcs. 58,200.00 at special reserve for works, and after allowing for all other charges, shows a credit balance of Fcs. 1,295,501.19 (against Fcs. 1,211,845.05 for 1906, and Fcs. 1,048,903.25 for 1905), including the amounts carried forward from the respective preceding years, out of which a dividend of Fcs. 75 per share (against Fcs. 70 for 1906 and Fcs. 60 for 1905), has been declared (of which Fcs. 37½ have been paid already on 1st March, 1908, leaving Fcs. 37½ payable on 1st September, 1908), absorbing Fcs. 1,200,000, leaving Fcs. 95,501.19 to be carried forward to new account. The legal reserve funds remains at Fcs. 800,000, while the insurance fund has been increased to Fcs. 67,500. The debentures have been reduced to Fcs. 2,875,000, by the repayment of Fcs. 555,000 during the year. Stocks of coal, briquettes and pitch at the different depots figure with Fcs. 1,556,693.92 (against Fcs. 1,070,624.52 at end of 1906).

Mr. Havelock Wilson, M.P., states that the language test, which Mr. Churchill has insisted upon has already had its effect on the shipment of Chinese crews. Indeed, there is quite a "slump" in the Chinese sailors' market. Some of the boarding masters are talking about claiming compensation from the shipowners who brought the Chinamen to England. They also think of paying a visit to the President of the Board of Trade and laying their case before him.

## Entertainments.

## SPECIAL BARGAINS!

IN

## High Class Pianos.

TO CLEAR, ORDINARY PRICE.

Collard	-	\$480	\$600
Broadwood		225	400
Rachals	-	380	550
Own Make		250	300
Krauss	-	400	600

Haake - - 325 450

## WEAR GUARANTEED.

WILL BE STORED UNTIL REQUIRED.

## CASH or CREDIT

## PIANOS FOR HIRE

\$8

per Month.

## ROBINSON PIANO Co., Ltd.

Hongkong, 16th July, 1908.

(35)

PLEASE BOOK YOUR SEATS IN ADVANCE

## GRAND DECORATION!

SUNDAY NEXT, the 9th inst., at 8 p.m.

RESEARCH MENU.

AN AFTERNOON TREAT.

TEA, CAKES AND ASSORTED ICES WILL BE SERVED ON THE LAWN.

## KOWLOON HOTEL

## GRAND ILLUMINATION!

THE PEACEMAKER OF THE WORLD.

IN HONOUR OF THE 6TH ANNIVERSARY OF THE CORONATION OF H.M. KING EDWARD VII.

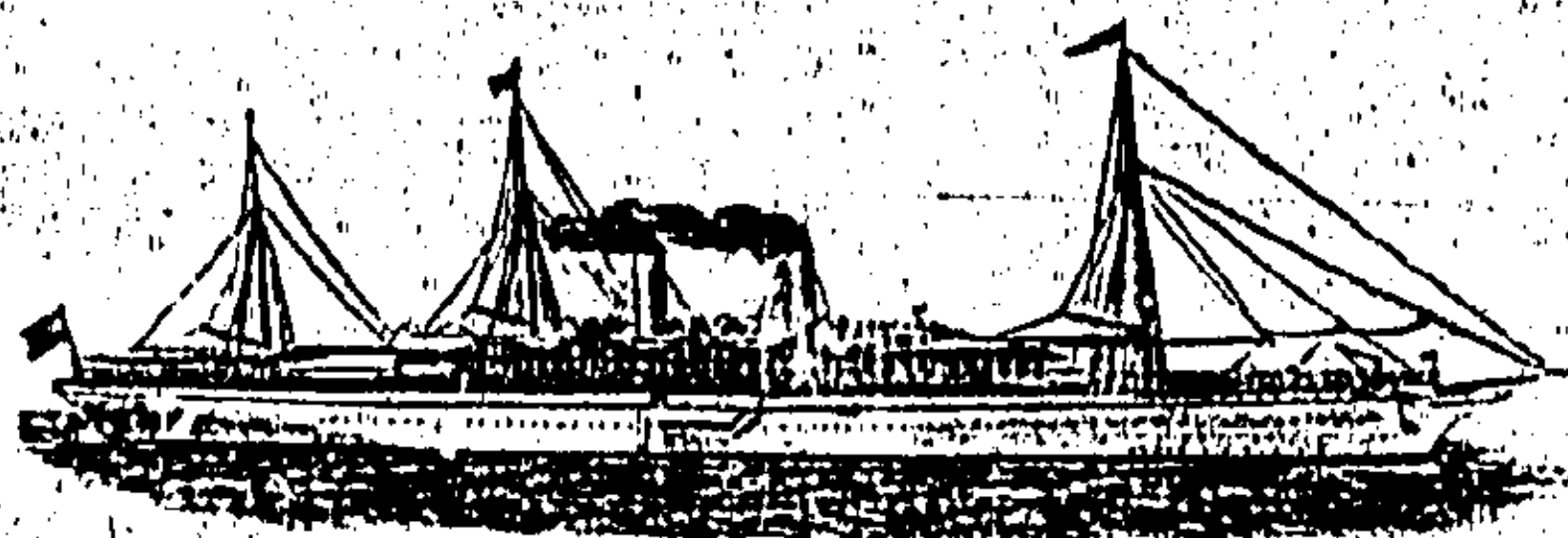
A CORONATION DINNER WILL BE SERVED ON

## CORONATION DAY.

THE 15TH RAIFUTS BAND WILL PLAY DURING AND AFTER DINNER.



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

## PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"GLENFARG"	3,700	SATURDAY, Aug. 8th	Sept. 6th
"EMPRESS OF INDIA"	6,000	SATURDAY, Aug. 15th	Sept. 5th
"EMPRESS OF JAPAN"	6,000	SATURDAY, Sept. 5th	Sept. 26th
"LENNOX"	3,700	FRIDAY, Sept. 11th	Oct. 10th
"EMPRESS OF CHINA"	6,000	SATURDAY, Sept. 26th	Oct. 17th
"MONTEAGLE"	6,100	SATURDAY, Oct. 3rd	Oct. 29th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

"EMPRESS" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX," and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Pacific "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ..... 40 days  
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First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to:  
D. W. CRADDOCK, General Traffic Agent for China, &c.,  
Corner Paddar Street and Praya, Opposite Blake Pier.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## (PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SINGAPORE, PENANG AND CALOUTTA	CHONGYANG	TUESDAY, 4th August, 2 P.M.
SHANGHAI	YATSIHING	WEDNESDAY, 5th Aug., Noon.
TIENSIN	CHONGSHING	THURSDAY, 6th Aug., Noon.
SHANGHAI	HONGSANG	THURSDAY, 6th Aug., Noon.
SHANGHAI, YOKOHAMA, KORE	YUENSANG	FRIDAY, 7th August, 4 P.M.
MOJI	FOOKSANG	FRIDAY, 14th August, Noon.
MANILA	LOONGSANG	FRIDAY, 14th Aug., 4 P.M.

RETURN TOURS TO JAPAN, OCCUPYING 24 DAYS.

The steamers Kuantang, Nanang and Fookang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Swimmers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagata Ports, Cheloo, Tientsin and Newchwang.

For Freight or Passage, apply to:

JARDINE MATHESON & CO., LD.,  
General Managers.

Telephone No. 61,  
Hongkong, 3rd August, 1908.

## CHINA NAVIGATION CO., LIMITED.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOY, MANILA, CEBU & ILOILO	"SUNGKIANG"	4th Aug., 4 P.M.
MANILA	"TAMING"	4th "
SHANGHAI	"YOHOW"	4th "
HOIHOW, PAKHOI & HAIPHONG	"CHEILI"	5th " daylight.
WEIHAJWEI, CHEFOO & TIENSIN	"KUEICHOW"	5th " 4 P.M.
AMOY, CHEFOO & NEWCHWANG	"KWEIYANG"	8th "

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloons Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Telephone No. 36,  
Hongkong, 3rd August, 1908.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardesses carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 8th August, at Noon.
RUBI	2540	Almond	MANILA	SATURDAY, 15th August, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 1st August, 1908.

## Shipping—Steamers.

NIPPON YUSEN KAISHA.  
EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Co.'s Newly Built Passenger Steamer

## "KAMO MARU"

(Tons 9,000 gross reg., Captain F. L. Somner), will be despatched as above on WEDNESDAY, 12th August, at Daylight.

Every known comfort provided on board for travellers: First class staterooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and around-the-world. For further particulars apply to NIPPON YUSEN KAISHA.

Hongkong, 13th July, 1908.

HONGKONG-NEW YORK.  
AMERICAN-ASIATIC  
STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
(With Liberty to Call at the MALABAR COAST.)

S.S. "MONTROSE".....On 11th August, 1908.

For freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 14th July, 1908.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM

FOR SINGAPORE, PENANG AND CALCUTTA.  
FOR SINGAPORE, PENANG AND CALCUTTA.

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"GREGORY APCAR,"

Captain S. H. Belen, will be despatched for the above Ports TO-MORROW, the 4th August, at Noon.

For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.  
Hongkong, 3rd August, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

## THE Company's Steamship

"HAICHING,"

Captain Passmore, will be despatched for the above Ports TO-MORROW, the 4th August, at 2 o'clock P.M.

A Reduction of 20% on First Class Fares to Foochow will be made during the Month of July, August and September.

For Freight or Passage, apply to  
DOUGLAS LARRAK & CO.,  
General Managers.  
Hongkong, 3rd August, 1908.

## NORTHERN-PACIFIC-LINE

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.O. AND TACOMA, VIA MOJI, KORE AND YOKOHAMA.

Steamer Tons. Captain. Sailing date

"Kamurik" 6,332 Cowley On 19th Aug.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 31st July, 1908.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above on THURSDAY, the 20th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which assures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 30th July, 1908.

## LEE YEE

## HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

12, D'ARVILLE STREET,  
HONGKONG.

Hongkong, 3rd August, 1908.

HONGKONG AVERAGE MARKET  
PRICES.

Corrected 31st July, 1908. per 5 Max.

## BUTCHER MEAT.

Beef—Prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chung

" Bull's Brains—Know

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Kook

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chai

" Mutton Chop—Yeung Pai Kwat

" Leg—Yeung Pai

" Shoulder—Yeung Shau

" Pig's Chitlings—Chi cheong

" Brains—Chi Kook

" Feet—Chi Kook

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork Chop—Chi Pai Kwat

" Corned—Ham Chu Yuk

" Leg—Chi Pei

" Fat or Lard—Chu Yau

" Sheep's Head and Feet—Yeung Tau

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

" Liver—Yeung Con

" Sucking Pig, To Order—Chu Chi

" Suet Beef—Sung Ngau Yau

" Mutton—Sung Yeung Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

## POULTRY.

Chicken—Kai Chai

" Capons, Large, Small—Sin Kai

" Ducks—Ap

" Doves—Pan Kau

" Eggs, Hen—Kai Tan

" Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

" Geese—Ngo

" Goose, Wild Shanghai—Sheung Hoi Ye

" Ngo

" Musk Deer—Wong Keng

" Hare—Ta Chai

" Partridge—Che Khoo

" Pheasant—Shan Kai

" Pigeons, Canton—Pak Kup

" Hoihow—Hoihow Pak Kup

" Quail—Um Chun

" Rice Birds—Wo Fa Cheuk

" Snipe—Sa Chui

" Turkeys, Cock—Fo Kai Kung

" Hen—Na

" Wild Ducks, Shanghai, Sui-ap

" Teal, Shanghai, Sui Ap Chai

" Wild Ducks, Canton—Sung Shing Sui

" Ap

## FISH.

Barbel—Ka Yu

" Bream—Bin Yu

" Canton Fresh Water Fish—Hoi Sin Yu

" Carp—Li Yu

" Catfish—Chik Yu

" Codfish—Mun Yu

" Crab—Hoi

" Curtle Fish—Muk Yu

" Dab—Sa Mang Yu

" Dace—Wong Mei Lun

" Dog Fish—Tui Yu

" Eels, Congor—Hoi Man Yu

" Fresh water—Tam Sui Yu

" Yellow—Wong Sin

" Frog—Tien Kai

" Garoupa—Sek Pan

" Gudgong—Pak Kup Yu

" Herring—Tao Pak

" Halibut—Cheung Kwan Yu

" Labrus—Wong Fa Yu

" Loach—Wo Yu

" Lobster—Lung Ha

" Mackerel—Chi Yu

" Monk Fish—Mon Yu

" Mullet—Chai Yu

" Oyster—Sung Hoi

" Parrotfish—Kai Kung Yu

" Perch—Tan Loo

" Pike—Fa Pau Poong

" Pluke—Pan Yu

" Pomfret, Black—Hak Chong

" Pomfret, White—Pak Chong

" Prawns—Ming Ha

" Ray—Pi Pa Yu

" Rock Fish—Sek Kau Kung

" Roach—Chun Yu

" Salmon, (Chin, fresh water)—Ka Yu

" Trout—Chun Yu

" Yellow—Wong Sin

Shark—Sa Yu	10
Skate—Po Yu	15
Shrimps—Ha	25
Snapper—Lap Yu	30
Soles—Tat Sa Yu	30
Tench—Wan Yu	30
Turbot—Cho Hoi Yu	30
Turtles, small, fresh water—Kook Yu	70
White Bait—Ngau Yu Chai	70

## FRUITS.

Almond—Hung Yan.....	24
Apples, (California)—Kam San Ping Ko.....	—
" (Chefoo)—Tin Chun Ping Ko.....	12
" Small—Moi Tong.....	11
" Custard—Fan Lai Chi.....each	8
Bananas, fragrant, Canton—Sang Sheng Heung Chiu.....	3
" (brides), Macao—San Heung Chiu.....	5
Chestnuts, Chinese—Foong Lut....	—
Carambola—Young Tou.....	7
Cocoanuts—Yeh Tai.....each	10
Grapes—Sin Tai Tau.....	B
Lemons, China—Nim Moong.....	10
" Ames—Kum San Ning Moong.....	10
Lichees, Small Stone—Lai Chi Coa.....	24
" Fresh, Lai Chi.....	10
Limes, (Saigon)—Sai Kung Ning Moong.....each	6
Mango, Manila—Lui Sung Moong.....	14
Mango, Saigon—Sai Kung Moong.....	—
Mangosteens, San Chik Ts per roo.....	\$2.00
Oranges, Tim Chang.....	40
" Small—Tai Kut.....catty	—
" Mandarin—Tim Kut.....	8
Olives—Pak Lam.....	B
Passion Fruit.....each	B
Pears, (American)—Kam San Shui Li B " (Canton), Cooking—Sa Li.....	7
" (Shanghai)—Sheung Hoi Li.....	12
Peanuts,—Fa Sang.....	—
Perseimmons, Large,—Hung Chi.....	—
Pine-apples, 1st quality—Sheung Poon Ti Paw-law.....each	12
" and cooking—Chung-tang.....	5
Paw-law.....	—
Plataos—Tai Chiu.....	B
Plome, Swatow—Hung Lai.....	4
Pumelo, Siam—Chim Lo Yat.....each	10
Walnuts, Hop Tou.....	13
" Green—Sang Hop Tou.....	7
Shanghai Lo Kwai.....	B



## Intimation.

**Wm. Powell, Ltd.,**

**Gentlemen's Department,**  
28, Queen's Road.

**Direct Importers**

**GENTLEMEN'S PANAMA HATS.**

**Smart and Exclusive NECKWEAR.**

**Specialists**

**Gentlemen's Hosiery.**

**Cool and Durable SINGLETs AND SHIRTs.**

**Latest Patterns in SOCKS.**

**Wm. Powell, Ltd.,**  
General Drapers,  
Furnishers,  
Des Voeux Road,  
and  
28, Queen's Road,  
HONGKONG.

## Public Companies.

**HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.**

## NOTICE TO SHAREHOLDERS.

THE EIGHTY-FOURTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company, will be held at the Office of the Company, Hotel Maritime, on TUESDAY, the 11th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a statement of Accounts, declaring a Dividend, confirming the appointment of Directors; and electing Directors and Auditors.

By Order of the Board of Directors,  
W. E. CLARKE,  
Secretary.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 22nd day of August, 1908, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a statement of Accounts to 30th June, 1908.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED on MONDAY, the 10th instant, to SATURDAY, the 22nd instant, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 24th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order of the Board of Directors,  
THOS. J. ROSE,  
Secretary.

HONGKONG, 28th July, 1908.

## Entertainment.

## BOXING! BOXING!

ONE OF THE GREATEST BOXING CONTESTS, HONGKONG EVER WITNESSED.

Theatre Royal, City Hall, Hongkong.

SATURDAY, 8th AUG., 1908.

## MAIN EVENT

"BATTING" SIMMS vs. "JIMMIE" O'ROURKE  
U.S.S. Wilmington, 148 lbs. U.S.S. Wilmington, 150 lbs. GOLD PURSE \$1,000 SIDE BET. Ensign W. D. GREYHAM, Referee.

PRELIMINARIES: 6 ROUNDS.

"HEINIE" MILLER vs. "JIMMIE" McFADDEN  
U.S.S. Wilmington, 138 lbs. U.S.S. Wilmington, 140 lbs. 6 ROUNDS.

"SHORTIE" McKENNA vs. "AMIE" COYNE  
U.S.S. Wilmington, 124 lbs. H.M. Naval Yard, Hongkong.

NOTICE: The Simms vs. O'Rourke fight is a return match, their first encounter having resulted in a 15 round draw at Shanghai, while "JIMMIE" O'ROURKE was serving on board the U.S.S. "GALVESTON".

Tickets: \$1, 2, 3, and Ringside \$5.

THE MANAGEMENT.

First contest starts at 8.30 P.M., sharp. Doors open at 8 P.M. Booking plans now open at the

ROBINSON PIANO Co., Ltd.

W. H. BAROWSKI,  
Comm. Std. U.S.N.,  
U.S.S. Wilmington.

Hongkong, 3rd August, 1908.

## Intimations.

**PABST BREWING COMPANY, MILWAUKEE.**

**FRESH SUPPLIES ALWAYS KEPT IN STOCK.**

SIEMSEN & Co.,  
Agents for  
HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907.

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than THE GUARANTEED (10 cts.) per Single Copy.

THE MANAGER,  
Hongkong Telegraph Co. Ltd.

Hongkong, 14th September, 1908.

## Auction.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

THURSDAY,

the 6th August, 1908, at 3.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

**SUNDRY VALUABLE HOUSEHOLD FURNITURE**

Comprising:—

TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD SIDEBOARD with BEVELLED GLASS, DINER WAGGONS, TEAKWOOD WARDROBES with BEVELLED GLASS, and DOUBLE IRON and BRASS BEDSTEADS, OVERMANTELS, DINNER SERVICES, GLASS, CROCKERY and E.P. WARE, 1 ENGLISH-MAKE EXTENSION DINING TABLE, PICTURES, CARPET, and RUGS, &c., &c.

ALSO

A Quantity of JAPANESE CREPE SHIRTS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 31st July, 1908.

## For Sale.

ALFRED HERBERT RENNIE, Deceased.

## SALE BY PRIVATE TREATY.

THE TRUSTEE in BANKRUPTCY of the Estate of the above Deceased invites offers for the purchase by private treaty of the undermentioned property, viz:—

ALL THAT PIECE or PARCEL of GROUND situate at Victoria, in the Colony of Hongkong containing an area of 19,300 square feet and known as registered in the Land Office as Lot No. 1,531 held under a Crown Lease for the unexpired residue of a term of 75 years from the 9th day of April, 1901, at the annual Crown rent of \$552 Together also with all that substantially built residence standing on the said Piece or Parcel of Ground or on some part thereof known as "The First."

The residence is exceptionally well situated on an elevation close to the junction of the Magazine Gap and Bowen Roads and close to the Bowen Road Tram Station.

The House is a fine two-storied building containing every modern convenience. The Building contains large Basement and well arranged Laundry.

On Ground floor—Drawing Room, Billiard Room (full size) and Dining Room, Kitchen and other usual offices.

On First Floor—Two large Bed Rooms with Bath Rooms adjoining; Boudoir and Dressing Room.

The Out-buildings include Stabling and a Fine Swimming Bath.

The Out-offices and Coolie Quarters are conveniently situated and exceptionally well built.

The Grounds and Garden, which are well laid out, include a Grass Tennis Court and are large enough to allow for a considerable extension of the present buildings.

Offers to be sent to:—Messrs. JOHNSON, STOKES and MASTER, 8 Des Voeux Road Central, Hongkong.

Solicitors for the Trustee in Bankruptcy of the Estate of the late A. H. RENNIE, Deceased.

Hongkong, 6th June, 1908.

## TYPEWRITERS

## A SPECIALITY

OVER TEN YEARS' EXPERIENCE

OF

CLEANING, OVERHAULING,

and REPAIRING

ALL BROKEN PARTS.

SATISFACTION GUARANTEED.

ALSO

FOR SALE and HIRE.

MODERATE CHARGES.

ALSO

FOR SALE and HIRE.

MODERATE CHARGES.

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FOR SALE and HIRE.

MODERATE CHARGES.

## FIRE ON THE "TAKSANG."

The *N. C. D. News*, of 27th ult., reports:—Fire broke out in the engine room store room of the Tado-Chiba S.N. Co.'s steamer *Taksang* at 5.30 p.m. on Saturday last. It appears that as the steamer was due to leave here that night a Chinese fireman went below to light the fire and entered the store room. Mr. Birch, third engineer, followed a few minutes afterward, and while he was on the ladder, descending, an explosion was heard below. Almost immediately a mass of flame and smoke issued from the store room into the engine room. Mr. Birch made an effort to learn what was wrong, but he was driven away and had both his hands burnt severely before he regained the upper deck. The store room is a small compartment on a level with the engine room, and a door, connecting the two, is the only aperture leading from the former. On the opposite side of the engine room the pumps; an attempt was at once made to use them, but the smoke and heat put them quite beyond reach. Meanwhile the fire had increased in strength, for there was a large quantity of oil and some waste in the store room. At that time it was not known what became of the fireman, and it was impossible to find out.

The *Taksang* was moored in the stream opposite Jardine's Wharf and before she hoisted the signal of fire, smoke had been observed by those on board the U.S.S. *Concord* and H.M.S. *Clio* and parties were sent by both those vessels to render assistance. The first to arrive, however, were four tenders of the Shanghai Tug and Lighter Company. The *Public*, leading, at once ran alongside the *Taksang*, which was moored close to the burning vessel, and towed her out of danger alongside the wharf. The *Victoria*, the *Valian* and the *Singapore* went alongside the *Taksang* and turned their hose on to the fire. It was very difficult, however, to reach the flames through the one small door and the fire raged fiercely. The engine room became red hot and the outer plates of the vessel, on the store room side, heated to such an extent that the *Victoria* had to move further along to avoid taking fire herself. A large number of the Shanghai Volunteer Firemen and many members of the River Police rapidly assembled and there was no scarcity of labour. Meanwhile telephone messages had been sent for the Municipal and Customs fire boats and they arrived shortly afterward. Captain McClure of the *Taksang* was lowered into the engine room by a rope and Mr. Martin, chief officer, entered the stokehole, and opening the door leading to the engine room, lay on the hot plates and turned a stream on to the fires. Captain McClure's hose was sending a stream into the other side of the store room; but the heat was intense and he had to be drawn up three times. The Customs people did splendid service and their aid could not be over-rated.

There were also on the scene rendering valuable assistance the Tug and Lighter Co.'s *Rocket*, and Jardine's ferryboat *Clutha* and steam launch *Spindrift*. The *Clutha* did particularly good work: the services of the Municipal fire boat were not required. The naval squads remained on board until about 1.30 p.m. when the fire was completely subdued. Inspector Mellows had a party of the River Police remained there all night, and the tender *Victoria* stayed alongside, in case of emergency. Later in the night the *Taksang's* pumps were started and the water all taken out. An examination of the ship was made subsequently and it was found that the result was comparatively trifling. The engines are not damaged, although all the interior of the engine room is blistered and burnt and the skylight above is charred considerably. Some slight damage was done to the fan engine, principally to its belt.

Yesterday morning a further inspection of the store room was made and among the debris was found the charred body of the Chinese fireman. Both his arms and legs were missing, presumably having been blown off by the explosion. The *Taksang* arrived here on Friday last and was due to leave on her usual run to Tsingtau yesterday morning. She will miss the one trip, but it is hoped that she will be able to resume her service by Friday next.

She is still at her mooring and repairs will be started at once, although she only wants a little paint and fittings that could be completed in a couple of hours. In fact, but for inspection, she apparently could have left here yesterday.

Captain McClure of the *Taksang* has made 137 trips to Tsingtau and is due for a holiday in a few weeks' time. His last accident occurred six years ago just before he was going home on leave the last time.

## SAD ACCIDENT TO AN ENGINE DRIVER IN COLOMBO.

A painful accident happened to Mr. Samuel Lawrence, an Engine Driver, employed by the Colombo Harbour Works, through the fire-box door of his engine flying open and striking him a blow upon the leg, causing a severe wound. The history of the years of suffering which followed, and how this wound was finally healed, whilst at the same time he was cured of extreme debility due to watery blood, by Dr. Williams' Pink Pills for Pale People was recently told by Mr. Lawrence in the following words:—

"I am, Samuel Lawrence, residing at 30 College Street, Kottahena, Colombo, an Engine Driver by profession, and an employed on the Colombo Harbour Works. Some eight years ago I had an accident through the door of the fire-box on my engine flying open when I was coming round a sharp curve, and striking me a heavy blow upon

the left leg, laying the shin open to the bone. The wound grew worse and worse until my whole leg was one long black bruise almost from knee to foot. I was in hospital for forty-five days with this leg, but as soon as I returned to work it began to ooze again, and became as bad as ever. During the six years I suffered with it I used all sorts of things prescribed by the doctors, but nothing healed the wound until Dr. Williams' pink pills cured it entirely, and at the same time cured me of another very distressing malady which seemed like laying me up for good and all."

"It was about six months ago that I got into a seriously bad state of health through my blood turning into a watery condition. This made me very weak indeed, my appetite failed me, I had nervousness so bad that I was almost like a man afflicted with Palsy—in fact I could hardly keep a limb still. Even at night my life was made miserable by perspiration attacks—I would be in a white heat of perspiration one moment, and this would be followed by cold chills, just as if I had been plunged into an ice-cold bath. At this time, too, the wound in my leg became more painful than ever. Often, so great was my suffering that I said to my wife 'I cannot stand all this agony much longer.' The doctors told me that constant exposure to too much heat was the cause of my trouble—working as I had to do every day close to my engine fire, and with the blazing sun pouring down upon the iron roof just over my head—but they could do nothing for me."

"When I started taking Dr. Williams' pink pills on the advice of a friend, my blood had become like water. I was a feeble, yellow-faced, hopeless man, simply crawling miserably to work every day because I had to. But after I had taken about two bottles of these pills I felt a decided improvement, and when I had taken six more not only was my health better still, but the running sore on my leg, which had given me so much trouble and pain for six years, had totally healed up! So I went on taking Dr. Williams' pink pills for some time longer until I found that I needed them no more. They had restored me to the pink of condition, had given me an excellent appetite, and had restored to me the blessed privilege of sound refreshing sleep."

"Now my blood is red and healthy, of the old wound in my leg nothing is left but a scar, although sixty years of age I can do a hard day's work of sixteen hours on my engine and still feel fairly fresh at the finish. This wonderful state of things I attribute solely to Dr. Williams' pink pills for pale people, and I am only too pleased to allow the facts of my cure to be published. These pills, I may add, have done my little grandson—aged 4—a lot of good. They built him up after he had had a severe attack of dysentery in a surprising fashion."

Mr. Lawrence's maladies were due to the bad state of his blood; it is not surprising therefore that Dr. Williams' pink pills for pale people—the most perfect blood-purifying blood-strengthening and blood-making medicine in the world—cured him. These pills, by their unique health-restoring action on the whole system through the blood, have cured thousands of sufferers from anaemia, nervous debility, indigestion, headaches, malaria, rheumatism, sciatica, paralysis, erysipelas, eczema, boils, pimple and skin eruptions, and the after effects of fevers, dysentery and chills. They are the famous remedy for those ailments which afflict so many ladies between youth and middle-age. Men broken down by overwork, excess or residence in unhealthy climates are speedily restored by their use. Obtainable at most shops where medicines are sold, and also direct from the Dr. Williams' medicine co., Singapore, who send six bottles for eight dollars or one bottle for one dollar and a half, post free to any address. As the evidence of Mr. Lawrence proves, they are equally good for children as for adults.

## Intimations.

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLAEN, Manager.

Hongkong, 22nd June, 1908.

ALSO

FOR SALE and HIRE.

MODERATE CHARGES.

ALSO

FOR SALE and HIRE.

MODERATE CHARGES.

ALSO

FOR SALE and HIRE.

MODERATE CHARGES.

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MODERATE CHARGES.

ALSO

FOR SALE and HIRE.

MODERATE CHARGES.

## Consignees.

## FROM EUROPE.

THE H. A. L. Steamship "SLAVONIA." Captain Peter, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded, unless notice to the contrary be given before T.O. DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns; where they will be examined on the 4th prox. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 29th July, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"NYANZA" FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 5th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 29th July, 1908.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ-REGENT LUITPOLD."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th of August, at 9.30 A.M.



## Intimations.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

OUR  
AERATED  
WATERS

are guaranteed ABSOLUTELY PURE, being manufactured with the "FINEST" INGREDIENTS OBTAINABLE. These Waters are manufactured UNDER THE PERSONAL SUPERVISION OF ENGLISH EXPERTS.

The most up-to-date Automatic Plants and Appliances are employed, ensuring ENTIRE ABSENCE OF ANY FORM OF CONTAMINATION.

## THIS SEASON'S SPECIALITIES

**LIME FRUIT  
CHAMPAGNE,  
DRY GINGER ALE**  
in Splits:

Price \$1.20 per dozen.

Credit given of 60 cents per dozen for bottles returned in good condition.

WATSON'S  
FRUIT SYRUPS

Mixed with Aerated or plain water make

DELICIOUS COOLING  
DRINKS.

Guaranteed to be made from the PURE JUICE OF SOUND RIPE FRUIT.

**A. S. WATSON & CO.,**  
LIMITED,  
HONGKONG, CHINA & MANILA.

Established 1841.

Hongkong, 18th July, 1908.

## The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 3, 1908.

## H.E. TANG SHAO-YI'S MISSION.

Repeated reference has been made in our telegram columns, during the past week, of the projected mission of Governor Tang Shao-yi, special Imperial Commissioner to the United States Government for the restoration of the Tls. 24,000,000 of the 1900 Boxer indemnity to China. According to the Peking correspondent of the *N. C. D. News*, the chief object of the Peking Government in sending such an able and high official as H.E. Tang to thank the Washington Government is to show to the other Christian countries in the West that China feels greatly gratified with the action of President Roosevelt and that as money is so scarce in every part of the Chinese Empire at the present moment and the people are so poor, the Chinese Government will feel equally gratified if other countries will follow the good example set by America. Moreover, it is believed in Chinese official circles in North China that H.E. Tang's mission has also something to do with the development of industrial enterprises in the Three Eastern Provinces of Manchuria. In view of the high-handed action of the Tokio Government in the Pakumén, Chientao and other questions still pending between China and Japan in Manchuria, it is the intention of the Chinese Government to invite American capitalists to invest their money in mining and other industries in Fengtien, Kirin and Heilungkiang, especially in Fengtien, the richest of the three provinces. As H.E. Tang is one of the very few foreign-educated Chinese officials who are holding high and important positions in China and as he is also perfectly acquainted with the condition of life in America on account of his long residence at Yale, it is hoped that his visit will effect more than merely to cement the existing friendly relations between China and America. During his absence Viceroy Hsi Shih-chang will act for him at Mukden. H.E. Tang has now been given the brevet rank of a President of one of the larger Ministries, and it is possible that he will be promoted actual President on his return from America. In this case the appointment of the Governorship of Fengtien would be abolished as suggested by His Excellency some time ago. The Empress Dowager first intended to send Liang Tun-yen, Junior Vice-President of the Waiwupu, to the United States for this important purpose, as he was also a Yale graduate, but he declined.

## LOCAL AND GENERAL

SIR Robert Hart, on his return from China, was received by the King at Buckingham Palace on 26th June.

It is now officially announced from Rome that the Marquis Alessandro Guiccioli has been appointed Italian Ambassador in Tokyo.

THE chief petty officers and 75 other naval ratings for the *Tamara* and *Kurika*, on the Chios Station, taking passage in the cruiser *Grassini*, have joined that vessel at Portsmouth.

THE Chinese Engineering and Mining Co., Ltd., announces that the total output of the Company's three mines for the week ending July 18 amounted to 25,428.44 tons and the sales during the same period to 18,143.45 tons.

IN the course of the forenoon quite a number of people left Blake Pier on picnic excursions, bent on thoroughly enjoying themselves during the holiday. The Banks, insurance offices and other commercial houses were closed to business throughout the day.

THE Admiralty have made the following appointments:—Lieutenants: F. A. Somerville, to the *Gibraltar*, to date July 27, and to the *Albatross* on recommissioning, undated, and B. J. D. Guy, V.C., to the *Grassini*, to date July 27, and to the *Tamara*, for the *Handly*, in command.

MR. H. K. CHAMBERS, A.M.I.C.E., Assistant Civil Engineer in the Director of Works Department at Hongkong Dockyard, who has been invalided home owing to ill-health, has been appointed to Portsmouth dockyard for duty. He will be succeeded at Hongkong by Mr. H. F. Bowen, A.M.I.C.E., Assistant Civil Engineer, of Portsmouth dockyard, who sailed last week.

A FOOCHOW dispatch states that H.E. Sung Shon, Viceroy of the Min-Ché provinces, has informed the Throne that he has ordered the cultivators of the 27,500 *mu* of land which comprise the entire area upon which poppy is planted in Fukien province, to begin sowing cereals on it early in the autumn, under pain of confiscation to Government if the poppy plant is still cultivated there.

A MOST mysterious occurrence happened in Kowloon City yesterday afternoon, when a child, aged six years, was found to have been strangled. So far the police have no clue to any reason for the apparent murder of the child, but all the circumstances go to show that it was a deliberately planned scheme to put the unfortunate child out of the way. The child's mother is held under suspicion.

A DETERMINED suicide was committed by a Chinese woman in the Central district yesterday morning. It appears that the woman, disappointed in love, decided to take her life, and placing a noose round her neck from one of the rafters of the house, hanged herself. Some neighbours, who called, found the dead body suspended, and the police were summoned, who had the body removed to the mortuary.

At the general meeting of the Deutsch Asiatische Bank the Chairman declared that the situation in Asia during 1907 had been a very difficult one, but the bank did not suffer such heavy losses as the Russo-Chinese Bank. The board has made the necessary rebates for losses which may eventually be expected from 1907. The status of the bank in 1908 has not experienced any material change. The crisis in the Far East can now be considered as past. There are in China large stocks of goods, but the goods arrived from Europe have not been taken up by the consignees. The current year has up to the present given better results, and the year's operations will be favourably influenced by the issue of the new Chinese railway loan.

THE charitable fête at Chang Su-ho's Gardens on Saturday evening (25th ult.) in aid of the flood sufferers in Kwangtung province under the auspices of the Canton Guild, was a decided success. A very large crowd attended the theatricals which were performed by a number of professional theatres on Hupé and Canton Roads, and in which a few amateurs also participated, amidst much applause. The *N. C. D. News* understands that a large sum of money was collected at the entertainment which will be telegraphed down South without delay, as relief is urgently needed in the inundated districts. It is stated that there will be another fair or fête in the near future towards the same benevolent object.

COOKING to the profit and loss account of the Netherlands India Trading Bank, the following profit has been made:—Interest and commission, \$1,385,604; profits, in India, \$1,114,015; dividend of the Netherlands India Agricultural Company, \$765,617; sundry debtors, \$1,202,000; and balance brought forward, \$1,144,663; total, \$1,279,331. From this amount the following charges are to be deducted:—Office charges, \$44,565; buildings, &c., \$13,409; doubtful debtors (reserved), \$16,298; sundry debtors (written off), \$13,405; pension and maintenance fund, \$1,100,000; reserves on securities, \$1,233,991; and licence tax, \$1,272. The net profit is thus \$1,694,679, out of which 8 per cent. dividend will be declared. The offices both in Holland and Java report an increase of business and a proportionally larger profit, while the dividend received from the Netherlands India Agricultural Company is about \$1,100,000 larger than in the preceding year. The profit would have been thus very satisfactory if the stocks held had not undergone a considerable reduction in value on account of the lower silver price, but in consequence of this the dividend for 1907 is smaller.

## Typhoon Aftermath

## VISIT TO THE DOCKS.

A SCENE OF UNWONTED ACTIVITY. In no department of industrial activity in the Colony has there been so much energy displayed, since the typhoon of Tuesday last, as that of the ship-repairing works in Hongkong. It is true that the mortality afloat did not reach such appalling numbers on the night of Monday and the morning of Tuesday as the typhoon of 1906; but the damage to shipping—small though it has been by comparison—was sufficiently great to tax the energies and ample resources of the shipyards, both on the island and across the harbour at Kowloon and Sham-shui-poi. The call on the Hongkong and Whampoa Dock Co., Ltd., and the private shipyards is being met with a cheerfulness and resourcefulness that speak volumes for the vitalising power of this great and important shipping port.

A detailed account of a visit to the Docks at Hunghom on Saturday will give a comprehensive idea of what is proceeding in all these centres of industrial activity. Commencing with the building yard at the Hunghom works, a cursory glance will convince the visitor that at no time in the history of the Company has there been such an aggregation of vessels under construction. Within the yards the object of first attention was a wooden coal lighter at the extreme end, apparently lying there for repairs as soon as the more urgent works have been completed. Beside it was what appeared as an exaggerated steel water tank, the length of which was more than twice its breadth. A rudder attached to the stern of this immense "box" explained the purpose for which it was designed, and it is unmistakably an enormous lighter much over a hundred feet in length.

On the stocks there were three vessels in an advanced stage of construction. One is a large-sized wooden steam-lighter whose task hull is wholly completed. The steel plates of the deck-house were being erected at the time of our visit. On the other side of the lighter were THE PATROL VESSELS.

building to the order of Admiral Li Chun, Commander-in-Chief of the Kwangtung Navy. Four of these light-draught cruisers are under construction. The contract for two was awarded to the Hongkong and Whampoa Dock Co., Ltd., while Messrs. Kwong Lip Loong & Co. have in hand the other two on their slips at Sham-shui-poi. Rapid progress has been made with the vessels at their present rate of progression the cruisers should be completed much ahead of contract time. The hull presents the combined models of a lighter and warship; the features of the former had to be adopted for the shallow water to which the cruisers are designed for service, while the ram bow gives the gunboats all the appearance of warships. To comply with the exigent specifications of the Chinese Provincial Government the steel superstructure on the deck of the cruisers gives them the appearance of carrying a big top-bumper, but the unsightliness of the officers' quarters is due to no want of aesthetic taste on the part of the naval architects, since the peremptory wishes of the Chinese authorities have to be consulted. These boats are in fulfilment of the understanding with Admiral Moore, late British Commander-in-Chief on the Chinese station, for the efficient policing of the West River. Their construction is being superintended by Capt. T. Hall, marine surveyor, on behalf of the Chinese Government.

## FLOATING TARGETS.

CLOSE to the cruisers the keel of what appears to be like a huge coffin with stout tarred planking was being laid. On inquiry we learnt that it is one of two big target floats building to the order of the British Admiralty.

## HONGKONG LIGHTER.

There is a completed steel lighter looking very spick and span awaiting her christening ceremony on the slip. This lighter is one of several that had preceded it on their voyage to Bangkok where they are employed in the rice-carrying trade for which they have been specially built. The lighter is for the Norddeutscher Lloyd.

## S.S. "SOROGON."

Shored up against the side of the stone pier lies the hull of the erstwhile Manila inter-island trader *Sorogon*, which went down off the Dock quay on the 18th September, 1906. It will be remembered that she was refloated and subsequently sold to the Dock Company which has in her a convertible asset, as soon as the much looked for revival in the shipping trade becomes an accomplished fact.

## PORTUGUESE CRUISER.

The Dock Co. has also an order for a cruiser for the Portuguese Government at Timor. She will be named the *Dilly*. Before quitting the shipyard a word of mention must be made of the blacksmith's shop, where: unwonted activity prevailed and the atmosphere in which was pervaded with a thick cloud of smoke emanating from the huge piles of burning coal which were turning the cold iron shafts and plates into blazing masses, while the deafening hammering on the anvil bespoke the haste with which that department was about its most pressing jobs.

## CRIPPLED INDO-CHINA BOATS.

At the Dock quay in front of the ship-building yard, three of the familiar red-and-black-tipped funnelled boats of the Indo-China Steam Navigation Co. were clustered together and receiving treatment for the more or less severe injuries they sustained on the night of "Black Monday." In the *Amara*, to all external appearances seems to be a big job. The triple collision in which she was involved off Kennedytown inflicted a good deal of damage to her stern, as disclosed at the docks. Several plates were twisted out of shape; some have already been removed, and new plates substituted; the riveters were busy at work at the time of our representative's visit.

Alongside the pier the same Company's *Laikang* was made fast. She took the ground at Stonecutters, was refloated early on Tuesday morning, dry-docked the same afternoon, and towed out the following day. Repairs on board that vessel were being effected while her cargo of flour was being discharged from the hold aloft. Aboard of the *Laikang*, the *S. S. Choyang* was also working her derricks discharging bags of flour.

Badly battered below water line with much of the deck fittings gone the Dock Co.'s own launch *K 6* was shored up on the other side of the yard at the foot of the Reading Room's stairway. A gang of mechanics was putting their best efforts on the repairs with a view to their speedy completion. The services of the launch *K 6* will be spared when there is so much to do afloat.

## THE S.S. "SAN CHEUNG."

On the slipway the river steamer *San Cheung* had all her copper sheathing carefully torn off. The seams were being re-caulked. This steamer's hull was badly strained as she was buffeted by wind and wave in trying to gain the shelter behind The Brothers in Castle Peak Bay.

## THE S.S. "CHARLES HARDOUIN"

rested on the cradle of the second slipway. She was blown ashore from off Bailey's works to Kowloon Point, but was subsequently pulled off. Her involuntary itinerary on the typhoon night was an expensive one at the cost of several bottom plates and a dent at each side of the bow. The bow-plates have already been replaced, and the long steel sheets for the hull were being got into position prior to the riveters starting on the job.

## H.M.S. "WHITING."

Into No. 3 dry-dock the three-funnel destroyer *Whiting*, of H. M. China fleet, was safely towed on Saturday from the rocks at Lyse-mun Pass. She had evidently undergone inspection by the Naval board of survey, for a large number of the plates of the destroyer were numbered in chalk. Through the dim light of the departing day the plates chalked 63, 64 and 65 were clearly seen to be stove in and to the layman it looked as if the destroyer's worst injuries were received on the port side; for at the stern a glance at the propeller revealed the disappearance of all the blades. The starboard propeller, however, was not so seriously hurt, but the blades were so much twisted that there is little doubt but that new copper blades will have to be recast and refitted if the destroyer's speed is not to be impaired. On deck the five disorder to which wind and wave had helped to reduce every movable article converted the appearance of the once trim vessel into a work of art. All the hydraulic and gear, the guns, heavy armament and other gear had been removed to make room for the parties of salvagers, and the *Whiting* had no more appearance of a swift death-dealing ship that she is than a crippled pleasure launch thrown out of gear. The big centrifugal pump was still on board, held in position from a stout timber tripod. The pump was about the sturdiest of the destroyer's three funnels. On the deck all the oil drums that supplied extra buoyancy to the stranded vessel in the salvage operations were lying end-on.

Quite a number of Naval officers were looking round the *Whiting* as she lay helpless in her crippled condition. With the expert staff and appliances available it is only a matter of a few weeks when the engine-room and hull damages are completely repaired and the *Whiting* once again takes her position in the ranks of efficient fighting units of the fleet under Vice-Admiral Lambton on the China Station.

## S.S. "TELEMACHUS."

From the No. 2 we passed on to the No. 3 dock where the *S. S. Telemachus* was receiving her final touches after a general overhaul. She presented no features calling for special note.

## THE SAW-MILLS.

were as busy as any other department of the Hunghom Works. Driven by electric power the circular saws ran through huge logs of timber as easily as one runs a paper-knife through a sheet of paper. Piled by the side of the joiner's shed was a heap of teak scantlings as smooth as glass, ready to be screwed into the deck frames of the vessels for which they are intended.

## Under the sheer-legs

## THE S.S. "LUNGCHOW"

was throwing off a long trail of smoke from her black funnel, and the yells of a gang of coolies screaming out "*Hoi sun loi*," announced the departure of the steamer from the quay. Meanwhile the gangway was drawn off the ship's side and in another instant the *Lungchow* was under weigh by her own steam. Her bow plates, two in number, had had to be taken out and two new ones were lying on the granite coping ready to be rivetted into position. What looked like two wooden coal hulks were lying on shore near the caisson of the No. 1 dock; they were badly damaged and by their appearance must have been some time in the water.

## EMIGRANT STEAMER "CRANLEY."

As soon as the *S. S. Laikang* was undocked from the No. 1 dock, the big South African coolie ship *Cranley* took her place. The *Cranley* was one of the vessels that took the ground on the typhoon night in Kowloon Bay. She did not receive any vital injuries. She was receiving her second coat of paint and looked almost ready to be undocked again.

## NO. 1 DOCK EXTENSION.

Incidentally, it may here be added that the extension of No. 1 dock is proceeding as rapidly as the nature of the rock, into which it must be cut to permit of the lengthening of the dock, will permit. The task, while not presenting insuperable difficulties, is, beyond question, a tedious one, and it is doubtful if the project is likely to be completed within the cost of the original estimate.

## THE S.S. "POCAHONTAS"

was lifted off the rocks at Stonecutters yesterday (Sunday). Owing to the threatened typhoon she was towed by the *David Gillies* into a position of safety in Yau-mai Bay. In the forenoon to-day she was pulled round to Kowloon Bay where she will undergo survey and repairs.

## Hongkong Typhoons.

## TWO SIGNALLED—NONE ARRIVED.

## ANXIETY AMONGST THE CHINESE.

Once again the residents of Hongkong felt nervous when they discovered that the signals had been hoisted on H.M.S. *Tamara* and at Kowloon Point on Saturday indicating that another typhoon was hovering in the neighbourhood of Hongkong. After the blows which had been experienced early on Tuesday morning a second visitation would be disastrous to the Colony. Fortunately, the typhoon, although within measurable distance of Hongkong, passed to the North and doubtless we shall hear reports from the Treaty ports of the damage which has been occasioned there.

All Sunday afternoon and the early part of the night a cold wind swept the Colony coming in gusts, which seemed to betoken the arrival of the typhoon, and there were many anxious hearts wondering what the effects of this coming blow would mean. From Manila we had the reports of three typhoons, only one of which was outside the Hongkong radius. By great good luck we escaped both, but it will be interesting to hear what happened at the ports to the North.

All day yesterday the sky was overcast and all the weather signs were threatening. Although we have no particulars regarding the barometric chart it is safe to say that the figures would be very low, and every sailor kept a sharp eye on the glass.

The police, realizing the situation, were out in full force, and their presence did much to allay the anxiety of the people, especially the Chinese, who feared the results of a second typhoon.

## TYPHOON-BOUND EXCURSIONISTS.

Availing themselves of the Bank holiday to-day a large number of excursionists proceeded to Macao on Saturday. The *S. S. Sui Tai* had on that voyage the largest number of passengers she has yet carried since taking up the Hongkong-Macao run. There were over 500 passengers in all. Thirty-six Europeans (including a number of ladies) travelled in the first saloon; twenty-two went across as second-class passengers, and over 400 (mostly Chinese) proceeded on deck. Many of the European passengers fully expected to be able to return by the special trip of the *Huengshan* yesterday; but in that they were disappointed. Owing to the Observatory warning, the *Huengshan* steamed out of the wharf shortly before 9 a.m. yesterday and made for shelter behind Stonecutters' Island whence she did not return until this morning to embark passengers and cargo for Canton.

The *S. S. Sui Tai* had no telegram from Hongkong of an approaching storm; none could be transmitted as the Telegraph Office is not opened at the Macao end until some time in the forenoon on Sundays. She accordingly left Macao at 7 a.m. with over a hundred Chinese deck passengers. The voyage was a wholly uneventful one. Only slight rain squalls were encountered; the weather was cloudy. The *Sui Tai* arrived off Green Island at 11 a.m. Observing the Black signal up she did not make her wharf but steamed round for a safe anchorage at the back of Stonecutters. She came alongside this morning. With considerable thoughtfulness the management of the Hongkong, Canton and Macao Steamboat Co. directed by telegraph the departure of the Macao-Canton steamer *Hoi-san* for Hongkong to enable the typhoon-bound excursionists to get to Hongkong in time to handle the incoming French mail. The *Hoi-san* arrived before noon. She returned to Macao at 1 p.m., and was followed by the *Sui Tai* at 2 p.m. The *Sui Tai* left at 7 o'clock in the morning for Macao.

## OBSERVATORY REPORT.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—  
On the 2nd at 6.30 p.m.—Black S. Cone and Ball hoisted (indicates a typhoon S.W. of Colony within 300 miles).  
On the 3rd at 5.30 a.m.—Signal lowered.  
On the 3rd at 12.30 p.m.—The China Sea typhoon has reached Tongking in the neighbourhood of Hiphong.

Pressure has given way slightly over Formosa and the T. coast of China, and risen a little in the S. Philippines.  
The Pacific typhoon appears to be situated to the E. of Balaokang Channel and to be moving slowly towards N.W. The Loochoos observations are not yet to hand.

Pressure is still high over the Yellow Sea.  
N.E. gales may be expected in the Formosa Channel and unsettled squally weather over the Northern part of the China Sea.

Telegraphic communication between the Observatory and Hongkong is interrupted.  
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, moderate or fresh; fine at first, unsettled again later.  
2.—Formosa Channel, N.E. gale.  
3.—South coast of China between Hongkong and Loochoos, N.E. winds, fresh.  
4.—South coast of China between Hongkong and Hainan, E. to N.E. winds, fresh.

## LATEST REPORT.

Mr. Figg's latest report states:—On the 3rd, at 3 p.m., the Loochoos observations just received indicate that the typhoon is moving northwards to the S.E. of Majiao Sima.

NOTWITHSTANDING the fact that practically three days were holidays in Hongkong, as far as the Magistracy was concerned, there was a dearth of news throughout the city to-day. The items of any importance that came before the presiding magistrate to-day were of a very trivial nature. Two gambling rids had been executed during the past forty-eight hours and some forty men were arrested and punished. There were also a couple of larcenies which were promptly dealt with. The magistrate on the bench was Mr. J. H. Kemp, and the Court rose by eleven o'clock.

## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE

## THE OPIUM REVENUE.

HOW IT IS TO BE MADE UP.

[By courtesy of the "Shung Po."] Peking, 1st August.

The Board of Revenue has decided to increase the duties on tobacco, wine, tea and sugar with a view of making good the loss of the opium revenue in consequence of the abolition of the opium trade.

## FORGERS AT SINGAPORE.

## NOTES OF THE NATIONAL BANK OF CHINA.

[By courtesy of the "Shung Po."] Peking, 2nd August.

The Chinese Consul-General at Singapore has submitted a memorial to the effect that an individual of a certain nationality [specified] has been forging notes of the National Bank of China with the intention of circulating them in the hinterland.

The Straits official further urged that instructions might be issued to the various Provincial authorities cautioning them against the admission of the forged notes into their respective provinces.

## SOUTHERN NAVAL BASE.

## NAM-TAI ISLAND SELECTED.

[By courtesy of the "Shung Po."] Peking, 2nd August.

The Ministry of War has selected Nam-tai Island for the Southern naval base under the Naval Re-organisation scheme.

## CHINA'S SORROWS.

## FLOOD IN FUKIEN.

[By courtesy of the "Shung Po."] Foochow, 2nd August.

There have been extensive floods in the Ting-chow prefecture of the Fukien Province.

The damage done has been very great.

## MINING CONCESSION.

## TEMPTING JAPANESE OFFER.

[By courtesy of the "Shung Po."] Peking, 2nd August.

It is reported that a Japanese subject has offered the Governor of Shensi a gift of Tls. 600,000 so as to induce that official to make the grant of a certain mining concession within the territory under his administration.

## THE ANGLO-JAPANESE ALLIANCE.

Tokio, July 29.

The London correspondent of the *Jiji Shinbun* quotes Count Komura as having said that the principal members of the Cabinet, Mr. Balfour and other Opposition leaders were united in recognizing that the Anglo-Japanese Alliance had contributed greatly towards the world's peace, in believing that it would do so in the future, and in reciprocating the desire of the most earnest Japanese supporters of the Alliance.

Count Komura was confident that this British sentiment was unchanged up to the present.—*N. C. D. News*.

## A POACHING AFFRAY.

JAPANESE SENTENCED TO DEATH.

Tokio, July 26.

The *Myo Maru*, which is alleged to be a poaching vessel, with a crew of thirty-six, while on her way to Vladivostok from Kamchatka, came into collision with some Russian guard ships. There were casualties on both sides. The Japanese were taken prisoners and were sentenced to death by court-martial.—*N. C. D. News*.

An extraordinary meeting of the British and Chinese Corporation, held on 20th June, confirmed the resolutions recently adopted modifying the company's Articles of Association to comply with the requirements of the "Stock Exchange" regulations before granting a quotation.







